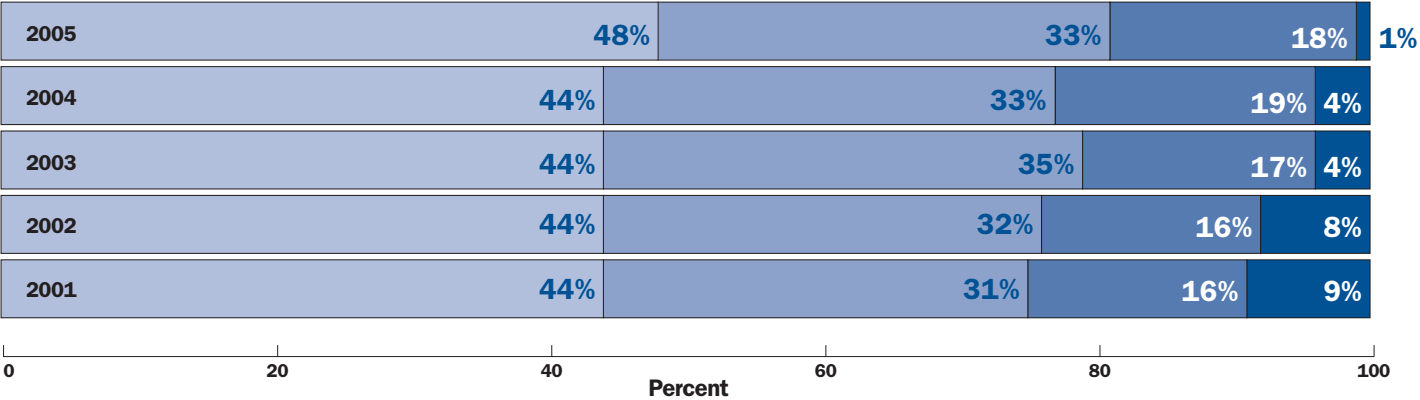


Pavement Index Shows Modest Improvement, But Bay Area Pavement Quality Remains in Danger Zone

- The region’s average pavement condition index (PCI) score last year rose two points to 64 out of a maximum possible 100. The uptick reverses a three-year slide in average PCI scores. But despite this slight improvement in 2005, 18 percent of the Bay Area’s nearly 19,500 centerline miles of local streets and roads are in “poor” or worse condition, and fully one-third is rated only “good” or “fair.”
- The region’s average PCI score continues to hover around 60, which is the point when pavement begins deteriorating rapidly. This puts pressure on cities and counties to invest in both preventive maintenance to keep the good roads above 60 and in rehabilitation to bring poorer roads out of the danger zone. Projections made for the Bay Area’s long-range *Transportation 2030*

Pavement Conditions for Local Roadways, 2001–2005 (total miles)¹



Excellent (PCI = 90–100) or Very Good (PCI = 75–89)
Pavements that have no distress and require mostly preventive maintenance

Good (PCI = 60–74) or Fair (PCI = 45–59)
Pavements in this middle range offer acceptable ride quality, though road surfaces are becoming worn to the point where rehabilitation is needed to prevent rapid deterioration.

Poor (PCI = 25–44) or Very Poor (PCI = 0–24)
Pavements that have extensive amounts of distress and require major rehabilitation or reconstruction

No Data

2005 Bay Area PCI = 64
The regional PCI score is an average of the scores of all participating jurisdictions, weighted by lane miles.

Source: Metropolitan Transportation Commission
98 cities and nine counties reporting
PCI = pavement condition index, a measure of pavement distress
64 of 107 jurisdictions provided updated databases to MTC for 2005. For other jurisdictions, MTC used its pavement management system software to project 2005 conditions based on the latest data available.

¹ For the years 2001 through 2004, pavement condition was calculated based on centerline miles. For 2005, pavement condition was calculated based on lane miles.

Plan, adopted in 2005, show that between now and 2030, the Bay Area’s cities and counties face a combined shortfall of more than \$6 billion for maintaining and restoring local streets and roads.

- Fortunately, Propositions 1A and 1B, passed by California voters in November 2006, will help bridge some of this

funding gap. Proposition 1A closed a loophole that allowed the state Legislature to divert funds away from transportation, while Proposition 1B — the \$20 billion transportation infrastructure bond — will deliver about \$375 million over 10 years for local street and roads in the Bay Area.

A Closer Look

- Cities with the best and worst average pavement conditions in 2005 are shown below. Often a jurisdiction’s low average pavement condition rating is the result of a roadway maintenance budget that is insufficient to cover a backlog of needs.
- No Bay Area city or county scored in the excellent range for 2005. The top-ranked jurisdiction is the Contra Costa County city of Oakley, where the PCI on local streets averaged 86, up two points from 2004. The low-est-ranked pavement was found in unincorporated Sonoma County, which for the second consecutive year recorded an average PCI score of 44.
- The San Mateo County city of Colma logged the biggest year-to-year improvement in 2005, with its average PCI score jumping 31 points to 78. About one-quarter of Colma’s nine miles of city streets received a new asphalt overlay in 2005. (The complete 2005 rankings of Bay Area PCI scores can be found in Appendix D.)

Bay Area Jurisdictions With Best and Worst Pavement Conditions, 2005

Best	2005 PCI ¹ (out of 100)	Worst	2005 PCI ¹ (out of 100)
1. Oakley	86	97. Napa County (unincorporated)	53
2. Los Altos	85	Suisun City	53
3. Contra Costa County (unincorporated)	83	99. Oakland	52
Dixon	83	100. City of Napa	51
Sunnyvale	83	El Cerrito	51
6. City of Santa Clara	82	Rio Vista	51
Emeryville	82	103. Larkspur	50
Foster City	82	104. Orinda	48
9. Brentwood	81	105. Marin County (unincorporated)	47
Gilroy	81	Richmond	47
		107. Sonoma County (unincorporated)	44

Source: Metropolitan Transportation Commission

107 of 109 jurisdictions reporting

¹ PCI = pavement condition index; PCI of 100 = Excellent